

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Previously Presented) A circuit arrangement having a low temperature coolant circuit for cooling charge air in a motor vehicle having a supercharger with a charge-air/coolant radiator wherein a temperature sensor is provided at the coolant outlet of the charge-air/coolant radiator or a short distance downstream for measuring the coolant outlet temperature.
2. (Previously Presented) The circuit arrangement as claimed in claim 1, wherein the coolant flow rate is controlled as a function of the determined coolant temperature.
3. (Previously Presented) The circuit arrangement as claimed in claim 1, wherein the temperature sensor is a thermostat.
4. (Previously Presented) The circuit arrangement as claimed in claim 1, wherein the temperature sensor is integrated into a plastic part which serves to carry coolant.
5. (Previously Presented) The circuit arrangement as claimed in claim 4, wherein the plastic part is produced by means of plastic injection-molding.
6. (Previously Presented) The circuit arrangement as claimed in claim 1, wherein the low temperature coolant circuit is connected to a main coolant circuit, so that there is an exchange of coolant.
7. (Previously Presented) The circuit arrangement as claimed in claim 6, wherein a control valve is arranged in the low temperature coolant circuit.
8. (Currently Amended) The circuit arrangement as claimed in claim 7, wherein the control valve is arranged upstream of a low temperature coolant radiator [(3)] or upstream of the charge-air/coolant radiator.

9. (Currently Amended) The circuit arrangement as claimed in claim 1, wherein the coolant traveling from the charge-air/coolant radiator is fed upstream of a pump [(P)] to a main coolant circuit.

10. (Currently Amended) A method for operating a circuit arrangement [(K)] having a low temperature circuit for cooling charge air in a motor vehicle having a supercharger with a charge-air/coolant radiator, wherein the coolant flow rate through the charge-air/coolant radiator is controlled as a function of the coolant temperature determined at the charge-air/coolant radiator.

11. (Previously Presented) The method as claimed in claim 10, wherein the coolant flow rate through the charge-air/coolant radiator is controlled taking into consideration a rotational speed and/or load, in particular of a drive engine of the motor vehicle, a traveling speed of the motor vehicle, an outside temperature and/or an ambient pressure.